

Date: January 16, 2009

**ADDENDUM NO. 3
TO THE
PLANS AND SPECIFICATIONS
FOR THE
COMPRESSED NATURAL GAS FUELING STATION UPGRADE
AT NORMAN Y. MINETA SAN JOSE INTERNATIONAL AIRPORT**

Notice is hereby given that the revisions, additions, and/or deletions attached are hereby made a part of and incorporated into the specifications for the Compressed Natural Gas Fueling Station Upgrade at the Norman Y. Mineta San Jose International Airport

Replies to written questions submitted via email by prospective bidders:

- Electrical:
- 1 PGE Transformer Pad; will the existing PGE Transformer Pad accommodate the New PGE Transformer? Does the PGE allowance cover the PGE Transformer Pad?
Answer: Yes.
 - 2 Diesel: During the PGE & Main Switch Board change out who will pay for the diesel to run the Backup Generator?
Answer: Contractor.
 - 3 Down time; what is the existing condition of the Master Compressor and the Backup Generator? What are the chances of it going down during the course of electrical work upgrade? Then what will happen?
Answer: Do not know condition of existing equipment. If compressor or backup generator is rendered not operational due to contractor action the corrective action will be undertaken by the contractor otherwise Pinnacle (current station maintenance vendor) will service the equipment .
 - 4 PGE Main Feed Line:
PGE Main Feed Line existing 2"; what I gathered from PGE during the walk through is that this existing line is holding about 56 lbs and drops to about 15 lbs. Does the PG&E allowance cover the PGE Main Feed Line upgrade to street tie-in? If so, what will happen if it is ten times the allowance amount?
Answer: PG&E allowance is only for electrical power supply only. Contractor to provide design build documents based on existing size and pressure of PG&E gas line. Bid to include all design/build modifications needed to deliver "Peak fueling requirements" as stated in Specifications Part 8, paragraph 8.01.04.
 - 5 Storage Upgrade:
Storage design; what is the seismic zone of San Jose Airport?
Answer: Use California Building Code 2007 as a guide.


- Existing Condition:
- 6 The gas feed to the Master and Slave Compressors are up on jacks near the flex joint, this would indicate vibration leaks in the past. Who will be responsible for the existing condition after the upgrade?
Answer: Contractor to rectify existing condition as part of the design build documents. All work shall performed in a manner that is acceptable to the City including providing the stated warranty.
- Compressor Recondition:
- 7 Reconditioning of Compressors; how far does the City of San Jose want to go with the reconditioning of the compressors? Does the City of San Jose foresee more horse power? Does the City of San Jose foresee compressor block and cooler changes?
Answer: Contractor to provide all necessary modifications to deliver the "Peak fueling requirements" as stated in Specifications Part 8, paragraph 8.01.04
- Warranty:
- 8 Warranty separation of work; how does the City of San Jose intend to separate out the warranty of existing with the warranty on the new upgrade? Does the City of San Jose expect a warranty on the entire site? What are the durations of warranty?
Answer: Contractor will only provide warranty for the upgraded portion of the work.
- 9 Budget of Project:
Budget of project; what is the total amount of money that is truly available for this project?
Answer: Not relevant to bid submittal.
- 10 Duration of Project:
Realistic Project duration; what is the realistic project duration, review of bids, contract, design, submittals, equipment manufacturing, installation, startup & test, and close out?
Answer: Duration is as stated in bid documents – Special Provisions 'City of San Jose Standard Specifications Modifications' paragraph titled 'Beginning of Work and Time of Completion'.
- 11 Realistic output without ambiguity:
Compressor upgrade; what is the realistic out put of compressors after upgrade in SCFM?
Answer: Contractor to determine, so as to meet requirements for Peak fueling capacity as stated in Specification Part 8, paragraph 8.01.04.
- 12 Generator:
Existing Generator; what will transpire if the backup generator will not handle the new upgrade of the Master Compressor?
Answer: Contractor to provide a design which will provide emergency power to either one of the compressors.

Note: For answer to questions 13 through 22 see answer at end of question 22

- 13 Do you have performance curves available for the CNG compressor?
- 14 Do you have performance curves available for the hydraulic intensifier?

- 15 What is the maximum flow capacity and pressure rating of the high pressure dryer?
- 16 What is the expected total flow capacity of both CNG compressor system with a hydraulic motor upgrade on both compressors from 50hp to 75hp?
- 17 Is the current card reader system able to differentiate between bus transactions and vehicle transactions to provide priority between vehicle fills and different flow rates for switching between banks?
- 18 Would the current programming be available to review for changes or would this have to be contracted directly through Pinnacle only for any programming changes?
- 19 Is there a lump sum price for Pinnacle to make modifications to the existing system or would they be available on a time and material bases for any changes?
- 20 What communication protocol are you currently using to interface to each compressor and dispenser controller? (Modbus, Interbus, etc..)
- 21 What is the maximum operating pressure of the currently used stainless steel tubing?
- 22 What is the maximum pressure rating of the hydraulic intensifier?

Answer: Contact current equipment vendor, Pinnacle CNG (Pinnacle) Midland Texas, for information on questions 13 through 22.


HARRY FREITAS
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ADDENDUM MUST BE SIGNED AND MUST BE RETURNED WITH THE BID PROPOSAL TO ACKNOWLEDGE RECEIPT. FAILURE TO SIGN AND RETURN THE ADDENDUM WITH THE BID SHALL BE A CAUSE FOR REJECTION OF THE BID

Signature

Date